LYNCHBURG CITY COUNCIL
Agenda Item Summary

MEETING DATE: **April 26, 2005, Work Session** AGENDA ITEM NO.: 7

CONSENT: REGULAR: **X** CLOSED SESSION: (Confidential)

ACTION: INFORMATION: **X**

ITEM TITLE: **Long Range Transportation Plan**

RECOMMENDATION: N/A

SUMMARY: Both the Metropolitan Planning Organization (MPO) and the Region 2000 Regional Commission will be briefed Thursday, April 21 on the update of the Central Virginia Transportation Plan—Year 2030, otherwise known as the Long Range Transportation Plan (LRTP). Staff considered it appropriate to brief Council on the plan as sometime before the end of the year the MPO will be expected to act on the plan as required by Federal and State regulations.

Attached is a document providing an overview of the plan. It presents a bleak picture.

The Region 2000 communities are within two separate transportation districts; Bedford is in the Salem District and the other localities are in the Lynchburg District. The Lynchburg District encompasses a ten county area. Primary System funds allocated to the Lynchburg District, or the Salem District, must be shared across the district. The current Six-Year Plan (2006-2011) identifies $15.7 million in primary road projects in Region 2000. The LRTP identifies $398.8 million in projects from 2011 to 2030 with estimated resources of $21 million.

Lynchburg's Urban program is in a similar situation. The current Six-Year Plan (2006-2011) shows $53.2 million in projects and the need for an additional $12.2 million to fund them beyond 2011. The LRTP identifies $129.1 million in projects through 2030 with resources of $18 million. When the $12.2 million deficit in the Six-Year Plan is subtracted from the resources available after 2011, the remainder is $6 million for the next 20 years.

This reality will provide the background for our discussion of City transportation projects for the foreseeable future. In the words of Winston Churchill, "We have no money, therefore we must think."

PRIOR ACTION(S): None

FISCAL IMPACT: Considerable

CONTACT(S): Kimball Payne, Lee Newland, Gerry Harter, Rachel Flynn, Tom Martin

ATTACHMENT(S): LRTP summary document

REVIEWED BY: lkp

Central Virginia Transportation Plan Update – Year 2030
Transportation Plan Debrief – Plan Background Handout
April 6, 2005

Regional Transportation Goals and Objectives

Proposed Regional Transportation Goals

- Promote transportation safety and security.
- Ensure that existing transportation system is maintained.
- Improve mobility and connectivity across all travel modes.
- Support and enhance environmental quality in the region.
- Ensure consistency with local comprehensive plans.
- Balance cross-jurisdictional transportation needs and concerns.
- Identify and develop new sources of transportation funding.
- Maximize transportation operations and efficiency in the region.
- Promote equal access to all modes of transportation regardless of abilities.

Proposed Regional Policy Objectives

- Transportation improvements in the region will:
    - Provide for safe and secure travel by all modes.
    - Preserve the functionality of existing and new roadway corridors through the management of access.
    - Enhance connections from the region to other areas within and beyond the Commonwealth of Virginia by all travel modes.
    - Provide for more direct and less confusing travel within the region through improved roadway connections as well as simple, clear, and effective traveler information.
    - As described in the Region's Greenway/Blueway Plan, promote a connected system of appropriate roadways that will allow for safe use by non-automotive modes of travel.
    - Minimize adverse impacts on neighborhoods, historic features, and the natural environment.
    - Maximize green space and aesthetics.
    - Encourage the movement of goods by non-roadway modes, including rail and air.
    - Ensure that accessibility needs are considered in the planning and design of all projects.
    - Seek to enhance the availability and redundancy of regional evacuation routes.
    - Increase the usage of transit for travel within the region, and support expanded geographic coverage of regional transit service.
    - Identify and make use of new approaches and technologies in order to enhance transportation operations, efficiency, and safety.

- Transportation and land use improvements in the region will seek to make use of existing and proposed transit services by locating higher-density transit-oriented development along these routes.
- The region will seek to increase inter-city rail capacity. These efforts will include support for state policies on passenger rail that will advance the proposed TransDominion Express rail service.
- The region will continue to enhance regional cooperation on transportation issues by expanding cooperative review of large developments near jurisdiction boundaries, pursuing regional operations for the airport, and exploring a regional transportation authority to address both transportation coordination and funding.
- The region will strengthen alliances with nearby metropolitan areas to promote common transportation goals such as the Route 29 Charlottesville Bypass and a multi-regional airport.

Key Transportation Plan Concepts

Management of Key Regional Transportation Corridors

There are a number of key regional transportation corridors that form the backbone of Central Virginia's transportation system. One key emphasis of the 2030 Transportation Plan is the careful management of these corridors to ensure that they provide safe and efficient travel now and into the future. Where appropriate, these corridors should be improved to allow for safe travel by non-automotive modes of transportation. At the preliminary level, these regional corridors fall into three types.

- Urban Multi-Modal Corridors: These corridors are generally located within the parts of the region that are fully developed, have a relatively high density of surrounding land uses, and are served by transit. Examples of these corridors include:
  - Rivermont Avenue and Boonsboro Road in the City of Lynchburg
  - Fort Avenue
  - Memorial Avenue
  - 5th Street
  - Langhorne Road

  Improvements proposed for these corridors will focus on enhancing the ability of the corridor to accommodate transit (bus shelters, improved stops, etc.), improved pedestrian accommodations, and bicycle lanes.
- Mid-Density Corridors: These corridors are generally located in the three counties encompassed by the Metropolitan Planning Organization. These corridors have moderate to low densities, but are situated within growth areas or are otherwise key elements of the region's transportation system. Examples of these corridors include:
  - Route 221 Lakeside Drive and Forest Road
  - Route 29 South Amherst Highway
  - Route 622 Waterlick Road
  - Route 811 Thomas Jefferson Road

Improvements proposed for these corridors generally include adding travel lanes to accommodate anticipated growth in travel demand, as well as the provision of one or more of the following: multi-use trails, bicycle lanes, sidewalks. Where appropriate, transit bus pull-offs and bus shelters should be provided.

- Highway Corridors: These are typically limited access facilities such as portions of Route 460 and the Lynchburg Expressway. These facilities provide for higher-speed travel and provide substantial capacity for local, regional, and out-of-region mobility. Improvements proposed for these corridors include the addition of travel lanes to accommodate anticipated growth in travel demand.

Land Use and Transportation

Improved coordination between land use and transportation is key to enhancing the efficiency of our existing transportation system and for making the most of new transportation improvements. Land development that is located to take advantage of existing transportation facilities alleviates pressures, to some extent, for adding new roadways. Of particular importance are land use plans that locate development in areas that can be served by transit. Such development gains from the availability of transit, and transit can remain viable by increasing ridership.

Intra-Regional Accessibility

The need for improved connections within the region to access major activity centers was highlighted through public and stakeholder workshops. To provide for improved accessibility to these activity centers, upgrades to travel signs (for roadways, multi-use trails, and the interface between the two) as well as the provision of several needed connections are being proposed. One key connection that would provide improved access to Lynchburg General Hospital is a new roadway connection between Lakeside Drive and Langhorne Road.

Implementation of Key Linkages in Regional Greenway/Blueway Plan

The Region 2000 Greenways and Blueways Plan serves as a guide for the creation of a linked network of trails, parks, rivers, and other major destinations within the region. It seeks to provide a system that improves travel safety for non-automotive travel, provide an attractive alternative to travel by motor vehicle, maximize opportunities for economic development, and increase options for recreational and healthy life styles. Several bikeway projects were also included in the region's 2025 Transportation Plan and presented here for consideration in the 2030 Transportation Plan.

Generalized Outline of the Final Transportation Plan

1. Executive Summary
2. Regional Transportation Goals and Objectives
3. Regional Transportation Focus and Investment

    a. Transportation corridor management for major corridors; incorporating access management, multi-modal functionality, and land development and densities to support transportation safety and efficiency
    b. Regional land use planning to support efficient multi-modal transportation, including an emphasis on nodal development patterns that can maximize the use of alternatives to the personal automobile
    c. Emphasis on intra-regional accessibility by all modes, incorporating a focus on transportation information (signage, traveler information, etc.) and providing key linkages in the system within and between travel modes
    d. Implementation of key linkages in the region's Greenway/Blueway Plan
4. Regional Transportation Needs
    a. Existing Needs
    b. Demographic Trends
    c. Year 2030 Needs
5. Projects in the Financially Constrained Plan
    a. Transportation funding
    b. Project descriptions
    c. Estimated costs
    d. Environmental overview
6. Projects in the Region's Vision Plan
    a. Project descriptions
    b. Estimated costs
    c. Environmental overview
7. Appendices
    a. Federal planning requirements
    b. Public participation process
    c. Transportation model
    d. Environmental overview

PRIMARY SYSTEM: Currently Programmed Projects (in orange on map)

Prior Tier	New ID	Juris-diction	Funding Category	Project Location	Length (miles)	Proposed Typical Section	Description	Estimated Cost	Funding Required Beyond 6-Year Program	Prioritization Score
1	B01	Bedford County	PSA	Route 221 (Forest Road) -- 0.15 miles east of Route 663 to 0.5 miles west of NS Railroad	2.26	U4	Widen to 4 lanes; $0.9 million funded through FY05	$12,357,000	$0	
1	L01	Lynchburg	PLY	Route 460 (Richmond Highway) -- Route 501 (Campbell Avenue) to Route 29 Bypass North	2.4	R6	Widen to 6 lanes -- programmed for PE and RW only, $2 million funded through	$3,384,000	$0	

TOTAL $15,741,000

PRIMARY SYSTEM: Projects for Consideration in the Financially Constrained Plan (in blue on map)

Prior Tier	New ID	Juris-diction	Funding Category	Project Location	Length (miles)	Proposed Typical Section	Description	Estimated Cost	Funding Required Beyond 6-Year Program	Prioritization Score
3	C02	Campbell County	PLY	Route 29 Bypass South -- Route 460 East to Route 29 at Yellow Branch	NA	NA	Study for new 4-lane roadway	$3,000,000	$3,000,000	23.2745
3	L02	Lynchburg	PLY	Route 501 (Candlers Mountain Road) -- Woodall Road to Mayflower Drive	0.5	U6	Widen to 6 lanes (includes bridge over railroad and interchange	$22,348,000	$22,348,000	21.7808
3	C03	Campbell County	PLY	Route 29 (Wards Road) -- South Route 738 to Lynchburg City Corporate Limits	3.5	U4	Access management, traffic operations and safety improvements	$7,000,000	$7,000,000	18.577
3	A03	Amherst County	PLY	Route 29 at Route 29 Business	NA	NA	Reconstruct interchange to allow all movements	$12,000,000	$12,000,000	13.4645
3	B03	Bedford County	PSA	Route 460 -- Study Area Boundary (Goode Road) to Route 811	2.9	NA	Construct paved shoulder lane and implement access management	$14,540,000	$14,540,000	11.744
3	B04	Bedford County	PSA	Route 501 (Boonsboro Road) at Route 647	0.3	NA	Relocate intersection, construct turn lane	$500,000	$500,000	11.2
3	B05	Bedford County	PSA	Route 501 (Boonsboro Road) -- at Judith Creek	NA	NA	Bridge improvements	$560,000	$560,000	10.484
3	L03	Lynchburg	PLY	Route 460 (Richmond Highway) -- Route 501 (Campbell Avenue) to Route 29 Bypass North	2.4	R6	Remaining funds required for construction, only PE/RW included in Six-Year Program	$18,000,000	$18,000,000	9.4505
3	A04	Amherst County	PLY	Route 210 (Colony Road) -- Route 29 Bus. To Route 1034	0.3	U4	Widen to 4 lanes	$2,484,000	$2,484,000	5.1229
3	A05	Amherst County	PLY	Route 29 Business (South Amherst Highway) -- Route 685 (River Road) to interchange at Route 29 Expressway	1.6	U4	Widen to 4 lanes with bike lane	$15,603,000	$15,603,000	4.8008
3	A06	Amherst County	PLY	Connector Road running parallel to and east of Route 29 -- Route 29 Business to Lakeview Drive	0.62	U2	Construct new 2-lane connector road running parallel to Route 29	$2,396,000	$2,396,000	4.6016

TOTAL $98,431,000

PRIMARY SYSTEM: Projects for Consideration in First Tier Vision Plan (in purple on map)

Prior Tier	New ID	Juris-diction	Funding Category	Project Location	Length (miles)	Proposed Typical Section	Description	Estimated Cost	Funding Required Beyond 6-Year Program	Prioritization Score
4	L04	Lynchburg	PLY	Route 460 Interchange at Odd Fellows Road Extension	NA	NA	New grade-separated interchange	$19,205,000	$19,205,000	24.318
4	C04	Campbell County	PLY	Route 501 (Campbell Highway) -- Route 24 to Route 680 (Suburban Road)	2.2	U4	Widen to 4 lanes	$20,766,000	$20,766,000	19.1711
4	B06	Bedford County	PSA	Route 501 (Boonsboro Road) -- Lynchburg Corporate Limits to Study Area Boundary	4.8	R2	Reconstruct portions, add climbing lanes (spot locations)	$8,280,000	$8,280,000	11.588
4	A07	Amherst County	PLY	Route 130 (Elon Road) -- NS railroad track to Route 29	1.9	R4	Widen to 4 lanes	$7,374,000	$7,374,000	5.7944

TOTAL $55,625,000

PRIMARY SYSTEM: Projects for Consideration in Second Tier (Long-Range) Vision Plan (in brown on map)

Prior Tier	New ID	Juris-diction	Funding Category	Project Location	Length (miles)	Proposed Typical Section	Description	Estimated Cost	Funding Required Beyond 6-Year Program	Prioritization Score
5	L05	Lynchburg	PLY	Route 501 (Boonsboro Road) -- Bedford County Corporate Limits to Lynchburg Expressway (Route 501)	1.8	U4	Widen to 4 lanes	$14,904,000	$14,904,000	23.2884
5	L06	Lynchburg / Campbell	PLY	Route 29/460 Bypass -- Route 29 South (Wards Road) to Route 501 (Campbell Avenue)	4.4	R6	Widen to 6 lanes	$37,950,000	$37,950,000	22.6105
5	L07	Lynchburg	PLY	Wards Road -- Campbell County Corporate Limits to Fort Avenue	2.4	U6	Widen to 6 lanes	$30,470,000	$30,470,000	16.852
5	L08	Lynchburg	PLY	Mayflower Drive (Route 128) -- Candlers Mountain Road to Odd Fellows Road	1.3	U4	Widen to 4 lanes	$10,764,000	$10,764,000	14.0309
5	L09	Lynchburg	PLY	Route 460 Bus. (Timberlake Road) -- Campbell County Corporate Limits to Lynchburg Expressway (Route 501)	2.3	U6	Widen to 6 lanes	$29,201,000	$29,201,000	11.3326
5	L10	Lynchburg	PLY	Mayflower Drive (Route 128) -- Odd Fellows Road to Campbell Avenue	1.4	U2	Improve 2 lane section	$5,072,000	$5,072,000	7.9957
5	C05	Campbell County	PLY	Route 24 (Colonial Highway) -- Route 685 (Calohan Road) to Route 687 (Gough Road)	1.1	R2	Reconstruct roadway	$1,898,000	$1,898,000	6.7208
5	C06	Campbell County	PLY	Route 29 (Wards Road) -- South Route 738 to Lynchburg City Corporate Limits	3.5	U6	Widen to 6 lanes	$44,436,000	$44,436,000	6.2436
5	C07	Campbell County	PLY	Route 24 (Colonial Highway) -- Route 682 (Leesville Road) to Route 811 (Ridge Road)	1.1	R2	Reconstruct roadway	$1,898,000	$1,898,000	6.0723
5	L11	Lynchburg	PLY	Route 501 (Lynchburg Expressway) -- Lakeside Drive to Boonsboro Road	3.0	U4	Widen to 4 lanes	$27,428,000	$27,428,000	5.9088
5	L12	Lynchburg	PLY	Harvard Street (Route 368) -- Wards Ferry Road to Wards Road (Route 29 Bus.)	0.4	U4	Widen to 4 lanes	$3,312,000	$3,312,000	5.7857
5	B07	Bedford County	PSA	Route 221 -- Study Area Boundary to 0.55 miles west of Route 663	4.8	R4	Widen to 4 lanes	$18,436,000	$18,436,000	2.8596
5	A08	Amherst County	PLY	Route 130 (Elon Road) -- Study area boundary to NS railroad track	4.9	R4	Widen to 4 lanes	$19,018,000	$19,018,000	0.2828
							TOTAL	$244,787,000		

URBAN SYSTEM: Currently Programmed Projects (in orange on map)

Prior Tier	New ID	Juris-diction	Funding Category	Project Location	Length (miles)	Proposed Typical Section	Description	Estimated Cost	Funding Required Beyond 6-Year Program	Prioritization Score
1	L13	Lynchburg	U	Cross-Town Connector/Route 221 (Lakeside Drive) -- Old Forest Road to Route 501 Expressway	2.4	U4	Widen to 4 lanes -- programmed for PE and RW, $5.37 million funded through	$23,181,000	$12,191,773	
1	L14	Lynchburg	U	Cross-Town Connector -- Route 29 Expressway to Old Forest Road	2	U4	Widen to 4 lanes; $16.6 million funded through FY05	$27,194,000	$0	
1	L15	Lynchburg	U	Breezewood Drive -- Route 501 to Route 221 (Lakeside Drive)	0.5	U3	Extend to Lakeside Drive; $2.4 million funded through FY05	$2,847,000	$0	
							TOTAL	$53,222,000		

URBAN SYSTEM: Projects for Consideration in the Financially Constrained Plan (in blue on map)

Prior Tier	New ID	Juris-diction	Funding Category	Project Location	Length (miles)	Proposed Typical Section	Description	Estimated Cost	Funding Required Beyond 6-Year Program	Prioritization Score
3	L16	Lynchburg	U	Route 501 (Lynchburg Expressway) Interchange at Route 221 (Lakeside Drive)	0.3	NA	Construct interchange	$42,000,000	$42,000,000	29.28
3	L17	Lynchburg	U	Route 670 (Old Candlers Moutain Road) -- Mayflower Drive to Route 460	0.7	U4	Widen to 4 lanes	$6,826,000	$6,826,000	26.7121
3	L18	Lynchburg	U	Odd Fellows Road -- Lynchburg Expressway to End	1.3	U4	Widen to 4 lanes	$10,764,000	$10,764,000	15.6989
							TOTAL	$59,590,000		

URBAN SYSTEM: Projects for Consideration in First Tier Vision Plan (in purple on map)

Prior Tier	New ID	Juris-diction	Funding Category	Project Location	Length (miles)	Proposed Typical Section	Description	Estimated Cost	Funding Required Beyond 6-Year Program	Prioritization Score
4	L19	Lynchburg	U	5th Street (Route 29 Business) – Langhorne Road to Main Street	1.2	NA	Improvements for multi-modal corridor	$900,000	$300,000	29.68
4	L20	Lynchburg	U	Memorial Avenue – Fort Avenue to Langhorne Road	1.3	NA	Improvements for multi-modal corridor	$975,000	$325,000	28.792
4	L21	Lynchburg	U	Oakley Avenue – Lakeside Drive to Memorial Avenue	0.9	NA	Improvements for multi-modal corridor	$675,000	$225,000	15.766
4	L22	Lynchburg	U	Langhorne Road (Route 501 Business) – Fort Avenue to Cranehill Drive	2.3	NA	Improvements for multi-modal corridor	$1,695,000	$565,000	13.454
4	L23	Lynchburg	U	Route 501 Business (Boonsboro Road) – Lynchburg Expressway (Route 501) to Rivermont Terrace	3.1	NA	Improvements for multi-modal corridor	$2,325,000	$775,000	13.328
4	L24	Lynchburg	U	Greenview Drive – Lynchburg Corporate Limits to Leesville Road	1.3	U4	Widen to 4 lanes	$10,764,000	$10,764,000	11.2174
4	L25	Lynchburg	U	Route 460 Business (Fort Avenue) – Memorial Avenue to 12th Street	1.0	NA	Improvements for multi-modal corridor	$750,000	$250,000	10.6785
4	L26	Lynchburg	U	Fort Avenue – 12th Street to Park Avenue	0.4	NA	Improvements for multi-modal corridor	$300,000	$100,000	8.013
4	L27	Lynchburg	U	Rivermont Avenue – Rivermont Terrace to 5th Street	2.9	NA	Improvements for multi-modal corridor	$2,175,000	$725,000	6.8165
4	L28	Lynchburg	U	Wards Ferry Road – Wards Road to Timberlake Road	2.3	U4	Widen to 4 lanes	$20,314,000	$20,314,000	0.3744
							TOTAL	$40,873,000		

URBAN SYSTEM: Projects for Consideration in Second Tier (Long-Range) Vision Plan (in brown on map)

Prior Tier	New ID	Juris-diction	Funding Category	Project Location	Length (miles)	Proposed Typical Section	Description	Estimated Cost	Funding Required Beyond 6-Year Program	Prioritization Score
5	L29	Lynchburg	U	Old Forest Road – Linkhorne Road to Lakeside Drive East	1.2	U2	Improve 2 lane section	$4,347,000	$4,347,000	11.3067
5	L30	Lynchburg	U	Ericsson Drive Extension – Existing Ericsson Drive to Route 29	0.5	U4	Construct 4-lane roadway (with RR bridge) on new alignment	$5,968,000	$5,968,000	4.6128
5	L31	Lynchburg	U	Florida Avenue – Grace Street to Campbell Avenue	2.3	U2	Improve 2 lane section	$8,332,000	$8,332,000	2.0177
							TOTAL	$18,647,000		

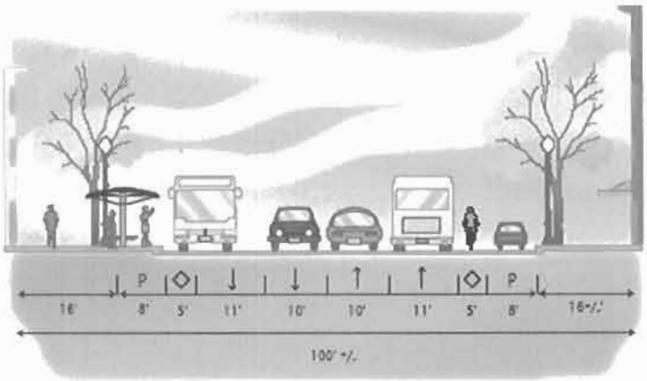
LOCAL PROJECTS (in green on map)

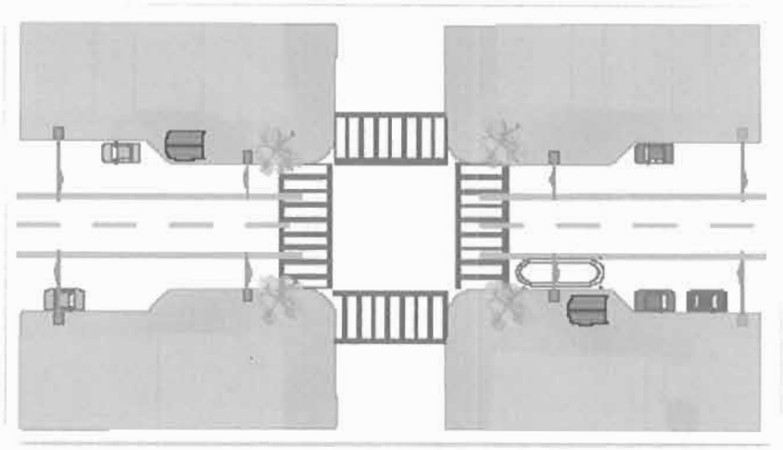
Prior Tier	New ID	Juris-diction	Funding Category	Project Location	Length (miles)	Proposed Typical Section	Description	Estimated Cost	Funding Required Beyond 6-Year Program	Prioritization Score
9	L32	Lynchburg	LOC	Atherholt Road Extension – Existing Atherholt Road to Lakeside Drive	0.24	U2	Contruct 2-lane roadway	NA	NA	NA
9	L33	Lynchburg	LOC	Old Graves Mill Road Extension – Existing Old Graves Mill Road to Graves Mill Road	0.28	U2	Construct 2-lane roadway	NA	NA	NA
9	L34	Lynchburg	LOC	Lynchburg Expressway (Route 501) interchange at Timberlake Road (Route 460 Business)	NA	NA	Re-locate eastbound ramp terminus to align with Wards Ferry Road	NA	NA	NA
							TOTAL	$0		

Central Virginia Transportation Plan Update – Year 2030

Concepts for Potential Improvements to Multi-Modal Transportation Corridors

These drawings illustrate different ways to effectively use public transportation rights-of-way for multiple travel modes. As with any transportation improvement, there are trade-offs. There are, however, a number of safety and urban design benefits that can accrue from re-configuring the existing rights-of-way and decreasing the focus on solely moving cars.





Bus stop improvements at key locations can improve traffic safety, provide safe spaces out of the traffic stream for riders to wait, provide a degree of traffic calming, reduce the width of roadway that pedestrians have to cross, and energize urban spaces. The concept of extending the curb near intersections for either near-side or far-side bus stops is shown here. Parking and bus stops are interwoven within the public space.